

## SECTION 1

### SAILING INSTRUCTIONS & SAFETY REQUIREMENT

#### 1. RULES

- 1.1. The Sailing Instructions (SI) and Program for the 2024-25 sailing season, conducted by the Derwent Sailing Squadron (DSS), Bellerive Yacht Club (BYC) and The Royal Yacht of Tasmania (RYCT) - the Combined Clubs (CC).
  - 1.1.1. Races conducted on or before the 31 December 2024 will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2021-2024 of World Sailing (WS). Races conducted on or after 1 January 2025 will be governed by the rules as defined in RRS 2025-2028 of WS.
  - 1.1.2. All races will also be governed by the Prescriptions and Special Regulations of Australian Sailing (AS). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.
- 1.2. ALTERATIONS TO CLASS RULES AND RACING RULES
  - 1.2.1. RRS 52 is changed:
    - i. To allow adjustment of movable ballast or canting keels on any boat and the use of stored power to do so;
    - ii. to allow the use of stored power for sail handling and sail trimming on any boat; and
    - iii. to allow self-steering equipment to be use by boats that have been granted a dispensation to race two handed in the CC Long Race Series.
  - 1.2.2. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles, and bowsprits for the purpose of setting asymmetrical spinnakers.
  - 1.2.3. RRS A5.1 are amended by adding the following “The Race Committee may apply penalties without a hearing to boats which infringe the SIs relating to keeping clear of starting and finishing lines”. Penalties shall be as specified in the SI of each CC event.
- 1.3. CODE OF CONDUCT & MISCONDUCT
  - 1.3.1. Competitors are expected to comply with the Basic Principles outlined in the Racing Rules of Sailing.
  - 1.3.2. Competitors, boat owners or support persons have an obligation not to commit an act of misconduct. Misconduct is described in the Racing Rules of Sailing as:
    - Conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour, or
    - Conduct that has brought or may bring the sport into disrepute.
  - 1.3.3. Any hearing arising from clause 1.3.2 will be conducted by a Protest Committee in accordance with RRS 69.2.
  - 1.3.4. The principles of the Australian Sailing Member Protection Policy Codes of Behaviour should be followed and, in particular:
    - i. General Code of Conduct;
    - ii. Volunteer Administrator Code of Conduct;
    - iii. Sailing Participant Code of Conduct; and

iv. Officials Code of Conduct.

1.4. CRISIS SAFETY PLAN

- 1.4.1. The CC has a joint planned procedure that will apply should an emergency occur during a race.
- 1.4.2. If the RO decides that a situation warrants assistance, the RO will direct a previously designated boat, or boats, to the rescue work. A boat acting under RO's instructions may display code flag D and must be given complete clearance by all other vessels.
- 1.4.3. The River Derwent Safety Facilities & Procedures Instructions are detailed at the end of this Section.

**2. RESPONSIBILITY AND SAFETY REGULATIONS**

- 2.1. All persons taking part in CC events, whether as entrants or otherwise, do so at their own risk and responsibility. Particular attention is drawn to RRS Fundamental Rule 3 Decision to Race.

RRS 3 states: '*The responsibility for a boat's decision to participate in a race or to continue to race is hers alone*'. By participating in these CC events each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden change of weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

- 2.2. The DSS, BYC and RYCT their executives, boards, servants and agents and all other parties involved with the conduct and organisation of CC events disclaim any and every responsibility for loss, damage, injury, death or inconvenience that might occur to persons or property, both ashore and/or afloat, as a consequence of participation in the races covered by the Notice of Race (NoR) and by the SIs.
- 2.3. The CC are not individually or collectively responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 2.4. The attention of all persons is drawn to the requirement to be aware of the application of the Marine Safety (Misuse of Alcohol) Act) 2006.
- 2.5. It is recommended that entrants have a Man Overboard procedure that all crew members have practiced.
- 2.6. Boats must report any serious on water incidents to the RO/Race Committee as soon as practical (for example man overboard, collision, grounding or crew injury) and may be required to provide a detailed written report on the incident.
- 2.7. Attention is also drawn to the MAST requirements "every vessel, commercial and recreational, motor or sail, must give way to ocean going ships under command of a pilot (displaying Code flag H) or be under command of a Pilot Exempt master (flying a plain White flag)" as per regulation 29 of the Marine and Safety (Pilotage and Navigation) Regulations 2017.
- 2.8. All boats taking part in races or other events, shall comply with the AS Special Regulations Race Categories as listed in each Series SIs A boat may be inspected at any time and shall demonstrate compliance with the required regulations.
- 2.9. **ANCHORS** - While racing boats shall not be allowed deck-stowed anchors to protrude outside of the hull limits. Anchors which are stowed as an integral part of the bowsprit and whose shaft is secured within a slot on the boat are permitted.

### 3. ELIGIBILITY AND REGISTRATION

- 3.1. **REFUSAL OF ENTRIES** - The Race Committee reserves the right to refuse, reject or cancel any entry. An entry or registration is not valid until accepted by the relevant Race Committee.
- 3.2. **ELIGIBILITY OF BOATS** - Entries for races are valid only from boats which lodge the required Australian Sailing Special Regulations [Equipment Audit Form](#) at one of the CC and for which entry and membership fees have been paid.
- 3.3. **INSURANCE** - All competing boats are required to have a current Certificate of Insurance for the period of the series including Third Party Liability and Public Liability Insurance of not less than AUS \$10,000,000 (ten million dollars) for any one (1) incident.
- 3.4. **CHANGE OF PERSON IN CHARGE** - There shall be one Person in Charge nominated for each race on the Online Entry. Changes of Person in Charge shall be notified before the start of the race affected. Any boat sailing under the Clubs PHS rule which notified a change of Person in Charge may be liable to change of TCF.
- 3.5. **NOTIFICATION OF CHANGES AFFECTING PERFORMANCE** - The Race Committee must be notified in writing of any changes affecting or likely to affect a boat's performance and the change(s) must be approved before the first race affected by the change. A boat affected in this way may be liable to a change in TCF.

### 4. ENTRIES

- 4.1. All entries are to be made online on one of the CC websites.
- 4.2. Entries for the CC Harbour Series, CC Long Race Series and CC Midweek Racing close in accordance with the NoR of each event.
- 4.3. Entries for each clubs Twilight Series close at 17:00 on the Tuesday (BYC) or on the Wednesday (DSS/RYCT) before the first race of the series.
- 4.4. Late entries may be accepted at the discretion of the OA.
- 4.5. **QUALIFICATION FOR CLUB PENNANT SERIES**
  - 4.5.1. Boats will automatically qualify for entry into their home club's respective Pennants Series. See 11.2.2 for details of each club's pennants.
  - 4.5.2. Non-members wishing to be eligible for the RYCT Pennant Series are required to pay an additional entry fee of:
    - \$50 for each of the RYCT PHS Pennants
    - \$50 for each of the RYCT IRC Pennants
    - \$50 for each of the RYCT ORC Pennants

### 5. CHANGES IN SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS

- 5.1. Any changes to SIs will be notified by posting on the official notice board of the host club, at least two (2) hours before the start of the race to which the changes are to apply. Code flag L will be displayed notifying of this change from the host club's flagstaff on that day. Another club may also display SI amendments.
- 5.2. CC Official Race Notice Boards positions:
  - 5.2.1. Bellerive Yacht Club: Lower ground floor, opposite the Sailing Office.
  - 5.2.2. Derwent Sailing Squadron: in the window of the Office adjacent to the Squadron entrance.
  - 5.2.3. Royal Yacht Club of Tasmania: in the window at the south-eastern corner of the Clubhouse.

## **6. SIGNALS MADE ASHORE**

- 6.1. Signals made ashore, will be displayed at the clubs involved in the race on the club's main flagpole. The identifying flags of the Groups, Division or Classes to which a signal applies may be displayed as part of the signal.
- 6.2. FLAG AP, ANSWERING PENNANT with two (2) sound signals means 'the race is postponed' – competitors should not leave the shore or marina until it is removed. The Warning Signal will be made not less than 30 minutes after AP with one (1) sound signal is removed. Flag AP alone applies to all Groups or Classes. When displayed over Group or Class flags, it shall apply to the designated Groups or Classes only.

## **7. STARTING AND FINISHING LINES**

- 7.1. After a warning signal has been made, boats whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made. Boats who have finished shall keep clear of the finishing line and boats which are yet to finish.
- 7.2. Boats shall not sail through any starting or finishing line except when starting or finishing correctly or as required by the SIs.
- 7.3. Boats shall not sail through the starting or finishing line of other sailing events.
- 7.4. The starting or finishing lines referred to in 7.2 and 7.3 shall be designated obstructions in accordance with the definitions of the RRS.
- 7.5. A boat committing a breach of 7.2 or 7.3 while boats are in a starting sequence or finishing on that starting or finishing line, as reported by the race committee conducting the start or finish, will be scored DSQ without a hearing. This changes RRS A5.1.
- 7.6. A boat committing a breach of 7.2 or 7.3 when boats are not in a starting sequence or finishing shall be penalised by having two (2) minutes added to their elapsed time without a hearing. This changes RRS A5.1.

## **8. PROTESTS PENALTIES AND ALTERNATIVE PENALTIES**

- 8.1. Protests shall be lodged at the DSS, RYCT or BYC within two (2) hours of the last boat finishing in the last race of the day or the Race Committee signalling 'No More Racing Today'. The protest will be heard at a time determined by the Protest Committee.
- 8.2. CC race protests may be lodged at DSS, BYC or RYCT. For other series protests should be lodged at the organising club's office. Protest lodgement times are detailed in the SIs for each series.
- 8.3. Official notification to all parties to a protest will be by posting the protests, as received, on the official notice board and will include the date, time and place of the hearing. Parties to the protests may be advised verbally or by phone, mail or email to numbers/addresses listed on the entry form, however non-receipt of such notification shall not be grounds for further protest or redress.
- 8.4. Protests lodged by the Race Committee or protest committee under RRS 60.2 and 60.3 may be lodged not later than 18:00, up to the third working day after the event or hearing is completed.
- 8.5. PENALTIES LESS THAN DSQ - refer to the NoR for each series.
- 8.6. PROTEST ARBITRATION - Appendix T Arbitration of the RSS applies.

## **9. COMMUNICATIONS**

- 9.1. See Section 12 for details of the communications facilities available.
- 9.2. OUTSIDE HELP – USE OF RADIO - Except in an emergency or as required by SI's, a boat shall neither make radio transmissions while racing nor receive communications not available to all boats. This restriction also applies to mobile telephones.

## 10. RETIREMENTS

Any boats retiring for any reason shall report to the Race Committee the circumstances as soon as possible after her retirement.

## 11. PENNANT CHAMPIONSHIPS AND OTHER SERIES

### 11.1. PENNANT POINTS SCORING

Races in a series and races to be scored for a boat's series score are detailed in the SI's for each series.

### 11.2. PENNANTS OR SERIES PRIZES

11.2.1. Shall be awarded on the following basis:

- In PHS Handicap Groups to the boat gaining the least number of points for placings using TCFs.
- In One Design Groups to the boat gaining the least number of points for placings across the line.
- In IRC or ORC Groups, to the boat gaining the least number of points for placings using IRC or ORC allowances.

11.2.2. The Bellerive Yacht Club Pennant will be awarded to Bellerive Yacht Club Members based on races conducted on the following days. To qualify, a boat must be entered in either or both of the Combined Clubs Harbour Series or the Long Race Series.

- CC Long + Harbour Series – 12 October 2024 - BYC
- CC Long Race Series – 16 November 2024 - BYC
- CC Long + Harbour Series – 1 February 2025- RYCT
- CC Harbour Series – 22 March 2025 - BYC
- CC Long + Harbour Series – 29 March 2025 - DSS

11.2.3. The RYCT will award separate Harbour Series and Long Race Series based on the full series results of the CC Harbour Series and Long Race Series subject to scoring as described in CC Harbour Pennant Series & Long Race Pennant Series NoR. RYCT perpetual trophies will be awarded based on the Pennant results of the Harbour Series.

11.2.4. The DSS Pennant will be awarded to DSS members based on the full series results of the CC Harbour Series and Long Race Series subject to scoring as described in CC Harbour Series & Long Race Series NoR. The DSS Sailing Committee reserves the right in awarding the DSS Pennant.

## 12. RIVER DERWENT SAFETY FACILITIES AND PROCEDURES APPLICABLE TO EVENTS CONDUCTED BY DSS, BYC AND RYCT

The CC Committee has identified several issues and risks related to on-water incidents, and the need for communication with emergency services.

The most important point of contact should be where Emergency Services have the highest likelihood of communicating with someone who can provide First Aid or is in the immediate vicinity of any person injured on the water.

The ability to directly communicate with Emergency Services should be the first point of contact, with subsequent follow-up with the host club to ensure ease of passage for emergency vehicles.

### 11.3. PROCEDURE

The following should be used by those conducting or involved in activities on-water.

- i. Where possible, communications with Emergency Services should occur directly from those attending a person who is injured or in need to medical support. This means that, if possible, a person with the injured person should dial 000 and remain on the line until advised otherwise. If there is any doubt that Emergency Services have been contacted, additional contact should be made.

- a. **EMERGENCY PICK UP POINT:** Should a boat require emergency medical assistance; the RO may direct boats to a nominated meeting point for Emergency Services at:
    - ✧ The Kangaroo Bay Ferry Terminal adjacent to the Waterfront Hotel
    - ✧ MAST floating dock at King’s Pier Marina – Elizabeth Pier, Hobart
    - ✧ Unless specific alternative arrangements are notified by the Emergency Services.
  - b. If there is a need for an alternative pickup location is needed, this should be communicated subsequently with the RO via the Race Frequency.
  - ii. Once direct communication with Emergency Services is underway, contact must be made with the RO via the Race Frequency at the earliest possible opportunity.
  - iii. It is important to provide the following to the Emergency Services.
    - ✧ The injured person’s name, nature of the injury, and any developing information; and
    - ✧ what is the response plan from those attending i.e. bringing the person to shore at speed, slowly bringing them ashore to prevent further injury etc.
  - iv. Following any incident, a report or declaration **must** be completed, and a debrief may be conducted with those attending and any relevant parties by the host club representative.
    - ✧ **DECLARATION FORM** – This should be completed where a rule is NOT observed during racing.
    - ✧ **INCIDENT FORM** - As outlined in Section 1 – 2.6 or as required by the Marine and Safety (Maritime Incidents) Regulations 2017 – see below
  - v. It is a requirement under the Marine and Safety (Maritime Incidents) Regulations 2017 that incidents involving recreational vessels must report to MAST. The MAST Incident Report Form outlines reportable incidents: <https://mast.tas.gov.au/safe-boating/emergencies-incidents/>
- 11.4. **RADIO MONITORING:** Individual clubs will monitor radio communications on their race day.
- 11.5. **SEEKING ASSISTANCE:** A boat seeking assistance may do so by:
- ✧ Using a radio - CALL on VHF Race Channel or VHF Channel 16.
  - ✧ Using a mobile phone Emergency Services on 000
  - ✧ Displaying a standard distress sheet.
  - ✧ By a crew member hand signalling by continually raising both arms above the head and lowering to the sides at five second intervals, or a flag or other object on a spar waved from side to side through an arc of 30 degrees either side of the vertical at five second intervals.
  - ✧ Use of flares.
  - ✧ A crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
  - ✧ When a boat is in difficulty with its sails lowered, some highly visible article such as an orange or yellow garment should be hoisted on a halyard as an aid to visibility to rescue crew.
- 11.6. **PERSONAL BUOYANCY:** when Committee Boats or start boxes display Code Flag Y alone with one (1) sound signal before or with the Warning Signal approved life jackets shall be worn while racing by all competitors. Code Flag Y displayed ashore on the Club’s main flag mast shall mean that approved life jackets shall be worn by all competitors at all times while afloat. See RRS 40 and Race Signals.
- 11.7. **OFFICIAL PATROL BOAT DISCRETION:** Official Patrol Boats shall use their own discretion as to necessary action in rescue operations except when the RO issues a specific overriding instruction.